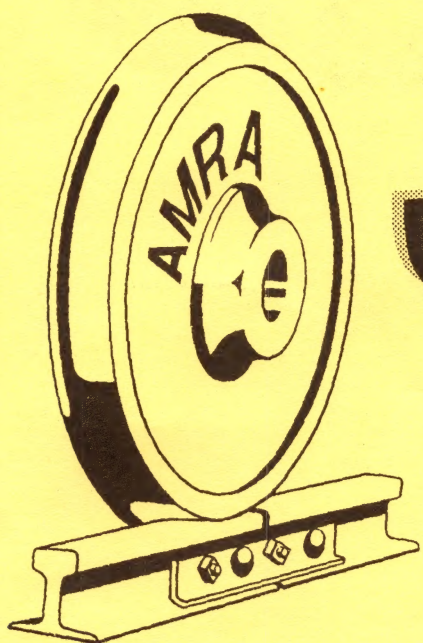


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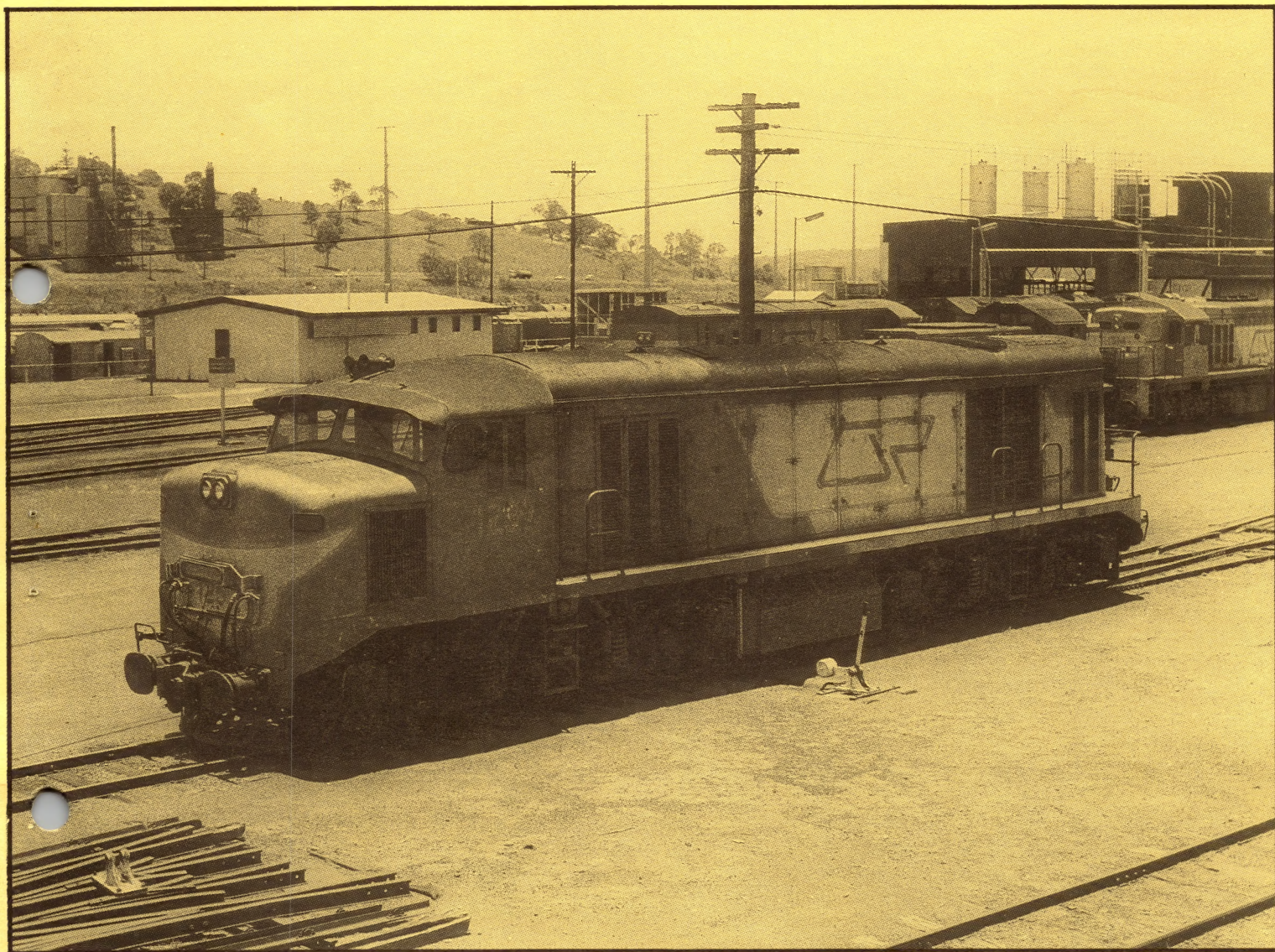


JOURNAL

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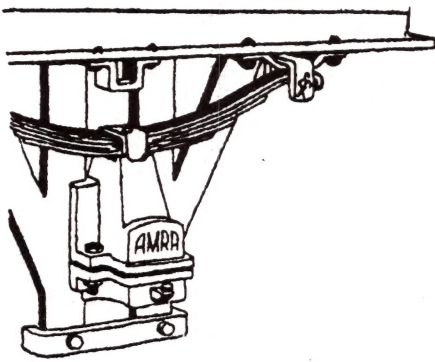
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JOURNAL BOX...

From the Managing Editor

There have been a few articles in the local model press recently about wheel standards. This prompts me to suggest that the time is now ripe for a total review of our standards here in Australia.

We have seen a steady improvement in accuracy in compliance to actual scale in brass models, plastic kits and certainly among many of our scratch builders. Why then, have an almost perfect scale model except for the wheels? Have you ever seen a photo of a model with RP25/110 or AMRA standard wheels from end on? They stand out like the proverbial dogs genitalia. A good example is shown on page 19 of the new magazine "Branchline Modeller" (Issue 1).

Again, for those modelling the early days of railways in Australia, and right through to the early diesel era, why run your trains through tunnel portals 22 feet high when the maximum height of local prototypes was about 14 feet? The same can be said to a lesser extent about track clearances. It seems absurd to work to standards designed to cope with 87 foot high-cubes, "Big Boys" and triple stacks, when you are modelling the diminutive local railways of a much earlier era.

I know I am going to draw a lot of flack by this statement, but I suggest that the current AMRA standards be abandoned altogether and be replaced with two standards, one based on the current NMRA standards for modelling the modern era or those modelling a general period (running whatever trains they like from different eras), and a second "steam era" standard with much tighter clearances

Continued next page

On the Cover

Probably the most unusual QR diesel Electric locomotive was the 1250 class with its streamlined cab nose and hood body. This scene from the mid 1980's shows 1257 at Toowoomba loco depot. The class has now been withdrawn and scrapped except for one which has been kept by QR Heritage for modellers of the future. Drawings of the class are provided in this issue in HO scale drawn by the late Steve Suggit. Article and drawings also appeared in a recent ARHS Bulletin Magazine.

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Secretary's Desk

By the time that you read this, Christmas will be fast approaching and the Federal AGM will be behind us. I can't say what happened at the AGM because at the time of writing this it is still over a month in the future. The AGM is your opportunity to have your say about how your organisation is run and some of you will probably have taken the opportunity to have your say at that time. The AGM however is not the only time that the members get a say in how our organisation is run. At any time, any member can write to the Secretary with any suggestions, criticisms, or other comments about any aspect of AMRA. The secretary will then bring these items up during general business at the next Federal COM meeting. Some of you do take this opportunity. If you do have something to say then please say it to the appropriate people so that suitable action can be taken.

Since Christmas is approaching, I would like to take this opportunity on behalf of all of your Federal COM to wish you and your families the warmest wishes for an enjoyable Christmas and a happy new year.

Stephen Chapman

Editorial Deadlines

The deadlines for the next issue will be 15th December for hand written articles, 23rd December for neatly typed articles and State News, 30th December for articles on floppy disk (IBM format either 3½ or 5¼) and 9th January for addresses and envelopes. Collating and posting is expected on 16 January. Federal Registrar to advise numbers by 6 January.

and finer wheel standards.

In support of this proposition, how many local manufacturers now work to AMRA standards? To my knowledge, only one manufacturer of wheels has attempted this, and no current manufacturers are using our standards. I will stand corrected on this statement, should I receive a rocket in the mail.

It must be remembered that the AMRA standards were set many years ago when grossly overscale wheels were in use on many models, particularly those sourced from the U.K. The AMRA standards were designed to cope with this wide variety of wheels and certainly does the job very well. But how many of us are now running Tri-ang wheels on early Australian prototype models?

In order to have the greatest impact on our small local Australian (and New Zealand) manufacturers, it is my firm belief that we need to set a standard in cooperation with the other standards setting group, the S.C.M.R.A.

A good basis for a wheel standard would appear to be the RP25/88 wheel. It seems that these wheels will run quite well on good trackwork built to AMRA standards, although better on track to NMRA standards.

The wheels of actual or almost actual scale width would still appear to be suitable for the skilled modeller with expert track and point making abilities, and compensation on locomotives almost essential. The RP25/88 seems to me to be a good compro-

mise of appearance and reliability. On the subject of wheels, can we hope to achieve an Australian standard axle length?

So now I am taking up Stephen Chapman's offer to write to the Federal COM to air this matter.

Again, I stress that this should be done together with the S.C.M.R.A. and with some goodwill and patience, I am sure we could achieve something of lasting benefit to the steam era Australian modeller.

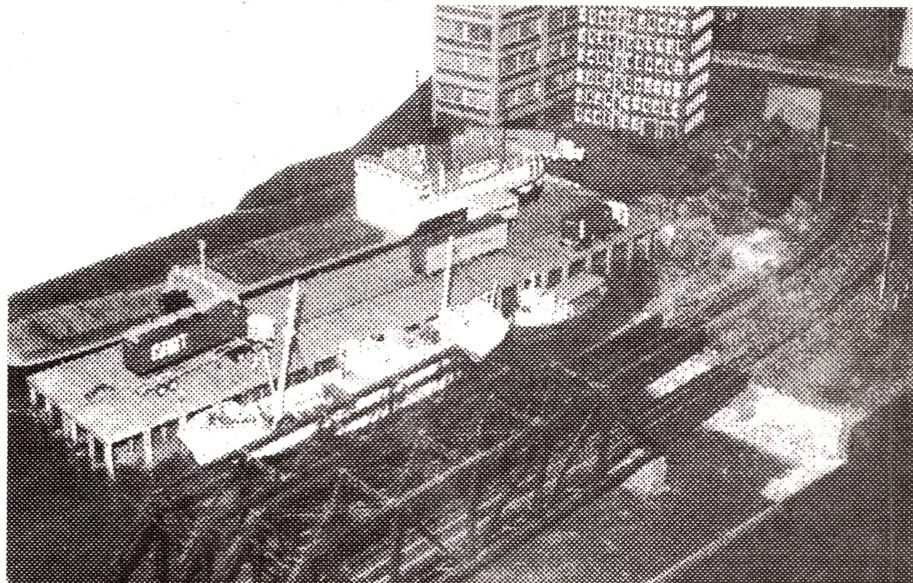
For our Victorian members, please note there is a change to the date of the special timetable day for Stuart Pattison, our "mem-

ber from Finland", is now to held on Thursday 5th January, one day earlier than advised in the Victorian State News.

Due to a clash of deadlines, there is no Western Australian Branch news in this issue. Along with a dearth of articles, this is a very small issue indeed.

All the best for Christmas and New Year!
Roger Lloyd
Managing Editor

The wharf scene from the Victorian branch's Wills Street exhibition layout.



Information and Directory of Office Holders - AMRA

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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Planning a Layout - Lessons Learnt

by Glenn Watson

Recently Dave Bennett and I gave a talk to the NSW members looking back on eight years of construction of the NSW N scale layout. Back in 1986 Dave, myself, Glenn Killham and Keith Cooper began to think about replacing the cumbersome six-foot-square layout that was the only N scale presence in the NSW branch. It had served the branch for years but the thing was set in a very German pine forest and our small group was determinedly Australian prototype. Considering that there was next to nothing of Australian outline being produced at the time, a new layout was to be quite a challenge.

The design allows for simultaneous running of a double dogbone mainline and a single line branch from the major station at the front of the layout. One of the ends of the dogbone is secreted behind the backdrop under the 0 gauge stairs, streamlining an otherwise ugly area, and the other end hides inside a tunnel area under the branch line on the end of the peninsula.

On paper the approach looked wonderful. A Journal in early 1987 shows the plan for the whole layout, detailing prototypes of bridges, viaducts and platforms, as well as settlement, road and foliage patterns, to give an overall impression of the look of the layout. It was after this that the errors in the plan became apparent, as follows:

The plan should be to scale.

This may seem obvious, but check and double check that a planned layout area is accurate. Ours was over-measured by 600 mm. Of course this was only discovered during construction. As a result Bennett station, which in the plans is based on Binalong c. 1915, became the tiny insignificant loop that it is now. It would have been easier and more prototypical not to put in the passing loop in at all, as we have not had room even for crossovers at either end.

The areas chosen should each be researched BEFORE construction begins. When you think you've seen it all, it usually means you haven't. I am confessing this from personal experience. After (merely) two years of taking photos all around NSW of branches and mainlines I thought I had a fairly good idea of what I wanted to represent scenically. Bennett was to be an area in the mountains, somewhere around Woodford or the like. Easy! Sandstone cliffs, a nice little cutting, cute A8 building, nothing much else. So cute! So picturesque!

When we passed the area recently my eyes widened in terror at the one glaring omission my mind had edited out - the catenary. So obvious! So necessary! On the layout there is no scenic break at which the catenary can end, and the track plan is insufficient to pass as a terminus for the electric system. In short - a planning disaster. So, like in any emergency, I have improvised. Bennett will become model of the late 1940s, before the coming of electric railways to the mountains. (This won't stop 81 class locos from travelling through this time warp, but then, it won't stop Big Boys either.) We are creating an equivalent of "Little Hartlev"

complete with little old cars and sandstone church. I suppose really that this station should be renamed (appropriately) "Little Bennett". Just goes to show that for any area, photographs, taken personally, should be the first reference.

The source track plans must be as detailed as possible.

As a guide for all of these station plans we were using the large and invaluable booklet of the entire NSW system c. 1947. We could in effect scan the whole rail system for choices which could be adapted to suit the types of landscapes, industries and goods functions that we needed. Unfortunately, much of the track planning research simply stopped there. The accuracy of these small, simple diagrams was never checked against more detailed individual station plans available from friends or archives.

Mistake! Now that I have visited Grenfell, on which Watson's Flat is based, for example, I have so many more ideas that would have been easier to incorporate when the layout was only paper. I'm so lucky that the tracklayers just sigh deeply when they hear, "... Urn - guys, you know I've never really liked this bit here..."

The major structures must be scaled BEFORE construction begins.

How deep is a cutting? How steep is an embankment? What is the maximum (and minimum) height of a trestle, and when does the embankment end and a trestle bridge begin? What is the maximum height to which a brick arch viaduct can be used and when is the valley too low to warrant it? Where does a viaduct begin on the hill-slope?

These are all good questions which must be sorted out before any of these features is used. However, the element they all have in common is their vertical nature. In N scale particularly, it is all too easy to forget that people themselves are only nine or ten millimetres tall. Thus a 2 mm hump in the plaster represents a mound difficult to step over. We have been working on a layout of epic proportions, involving scale kilometres of track. Valleys became epic too, in fact so deep that the viaduct between Bownen and Bennett had a valley so deep that it was twice the prototypical depth. The same thing happened with the surrounding cuttings - on average they exceeded the deepest of the cuttings in NSW! In reality, faced with that valley and that amount of cutting, construction of a railway on that path would have been a technical and economic miracle. Lucky we can move mountains, because that's precisely what we did. This is the reason why the viaduct and truss bridge on the layout have a waterfall or weir in front of them. Both valley floors needed flattening out so that the bridges would look even slightly realistic.

(Of course, I won't tell anyone if you don't.)

The point is, that a railway really takes the least expensive path over its terrain. Cuttings and embankments, bridges and

platforms must appear to be economically and logically placed.

The same type of problem occurs with a roundhouse. Rarely on a layout have I ever seen prototypical space for the roundhouse and its facilities. Eight years into the project, we obtained plans of the type that we wanted (particularly helpful was one of the Byways of Steam books) and discovered that what we had ALREADY depicted on the control panel was almost impossible to fit in the few centimetres I had allowed. It had all looked good on paper - until we actually started to plan it!

The photos and plans should match.

It's no good having photos of one prototype and plans of another if you want to be true to the real thing. Crucial to everything (at least for NSW prototype) is the date of design and/or construction. This is a very good indicator of whether you can confidently mix the details from a photo of a station building, for example, with the measurements and outline of its plan.

In a future issue I'll discuss the design of the NSW N Scale Layout itself: the where and how of the station names and track plans chosen.

Having a Problem With Your Warship?

Peter England, a Victorian member, submitted this reply to a problem he has had. This may assist others.

Gear Services Letchworth
10 Longmead,
Letchworth,
Herts., SG6 4HW.
Tel: (0462) 684764.

Mr Peter England
Dear Peter

Thank you for your letter dated 14/09/94, regarding final drive gears for the Mainline Warship. I think we will be able to help you out by the end of next month. We also have a Warship with the same problem, it is not due to ageing, but to bad design around the sprue where the gear is moulded. The gear teeth are only half the thickness or less at this point.

We are also going to supply wheels for this loco as well, making up a complete conversion pack in all three gauges. At this time we do not know what the cost will be, but will let you know in due course. The cost of a complete set of wheels for Martin Finney's 61XX 2-6-2T is £8-72, plus p&p.

I hope the above information answers your queries.

Yours faithfully,
Brian Rogers.

Forty Years Back In Time

by A. W. MacDonald

Some time early in 1953, I bought a new car - a Hillman, to be exact. When I received the sudden and unexpected transfer to Longreach, I figured, on information given to me, it would not make sense to take a small, light car to the far outback. The Hillman was hurriedly traded for a bigger, 6-cylinder car. Expecting not to see Bundaberg for some time, if at all, I took the car to Longreach, prepared for a considerable stay "out West".

After all, things could have been worse - maybe classed to one of the many small depots in towns much smaller than Longreach. On arrival there, the car-to-people ratio was found to be minimal - thirteen pubs, shops, compact town and business centre. Streets had been named after birds - Swan, Galah, etc. Apart from the variety of shops, there was nowhere to go requiring a car, so the car stayed put in the hotel yard for the first three weeks. It only came out twice a week, for a run around the block, to keep it mobile.

When the time came to move into the quarters, I drove from the Railway Hotel - across the main street! The car was parked under a tree in front of the quarters, where I expected it would receive shade all day. All day? Within thirty minutes of parking, I heard someone in the kitchen asking, "Who owns the green Zephyr out front?"

I claimed ownership, and was told, "There's a goat on the hood, trying to reach the tree leaves for a feed!"

The obvious thing to do was to move the car, away from under the tree. Just as obvious was to leave the driver's window down, as the interior would otherwise cook in the hot sun. Back into the quarters - "Who owns the green Zephyr out front? There's a goat with its head through the window, trying to eat the steering wheel!" So, from then on, cold or hot, the car had to stay closed up.

The town was almost over-run by goats. Time after time during the next few months, I saw people, mostly children on their way home from school, bailed up by one particular 'local' goat. When it went to butt people, the 'buttee' would grab the 'butter's' horns, as though they were the handlebars of a bike. Very carefully, the duo would move to a place where it was safe for the victim to let go of the goat's horns.

MY turn came when I was heading for the gate into the quarters yard. Grabbed it by the horns, and retreated backwards through the gate, ever watchful from that time in case of a repeat performance. Soon after, following numerous complaints, culling back began. The troublesome one was one of the first to go. As far as is known, goats no longer roam loose on the town streets.

Fewer than 100 miles were put up on the speedo, all but 20 being 'round the block' a couple of times a week to keep the car in running order. A fishing trip to the Thompson river accounted for the balance. To set the scene, two Night Officers manned

the Station - one had the name of Bells, the other, Belz. Alan Belz asked me, during August, if I would like to go fish for some 'yellow bellies'. He didn't have a car, but could get the loan of a net. I agreed, and, on the appointed day, we set off out of town on a dirt track, headed for the Thompson.

When we arrived, the river looked like a kingsized bore-drain - almost desert country, the banks of the river sloping down at about a 45 degree angle to the water. The colour was like milky coffee. To start setting the net, Alan handed me the end of the string attached to the net, with instructions to "swim across the river, and see if you can find something to tie the net to." He would ply the net out as I swam. I got as far as the water's edge, put one foot in and said to him, "No way, that water is like ice!"

So, Alan took the string, and said for me to ply the net as he swam. He put the string between his teeth and dived in. He came up gasping for breath - no sign of the string, and minus his top and bottom dentures. With the water the colour it was, and deep into the bargain, those dental plates are still somewhere in the Thompson River! All that for a fishing trip which only yielded a couple of 3-pounders.

Railway life was pretty monotonous - Go to Winton with empty stock wagons, lay off in Winton quarters for 8 or 10 hours, load the stock, and return to Longreach. If not that, take over a stock train at Longreach, and go to Barcaldine, where Alpha men would take over. Go to the quarters, lay off for at least eight hours before getting a return to Longreach. Occasionally, work the Midlander to Winton and a stock return after the mandatory layoff. Or, empty wagons to Winton and back on the 'Middy'. The Middy, always worked by a C17 'Brown Bomber' in top condition ran twice weekly. Most of the stock and goods trains were handled by C16's, most were in poor condition. The country was boring to look at, and, despite the road being almost alongside the rail line from Barcaldine to Winton, seldom did we see a car.

Barcaldine is renowned for seeing the formation of the Australian Labour Party under the 'Tree of Knowledge' many years ago. The tree still stands today in a town where all of the streets are named after trees.

One thing in favour of rail working in the far central west was the absence of hazards of any magnitude to speak of. Almost a complete absence of signals. No need to be suspicious of them giving correct indications as I experienced in later years on tracks where semi-automatic signals were prolific. No level crossings, which in later years caused me a lot of headaches. Most of the hazards in the West were provided by nature. On one occasion near Rimbanda, we observed the track ahead about three feet out of alignment for about fifty yards, being brought about by an extremely hot day. Another one of nature's tricks was encoun-

tered near Saltern, on the way to 'Barky', just on daylight.

A lot of slipping occurred suddenly, brought on by an army of bugs (must have been millions of them), making their way, en masse, across the rails from the northerly direction, and heading south.

One hazard not encountered out on the plains is one which is common further east, around Alpha and Emerald. Accumulations of star-grass gather, in cuttings especially. I recall one driver in Bundaberg who had both arms badly scarred, as though by burns. He told me they were caused when his train ran round a curve into a cutting where there was a large build-up of star-grass. The grass was afire, and his scars were the result.

Back forty years, a lot of us would never have given a thought or wondered how people lived in the west or inland areas. The reticulated water in Longreach came from the Thompson river, and had its own colour. The other system supplied water from underground, and was connected to homes, where it arrived boiling hot, and was put into tanks to cool. The bore water in Barcaldine was similar, smelt like rotten eggs, but made beaut tea, albeit black as ink. Must have been nutritious since Barcaldine, unlike Longreach, was suddenly, from either end, a real oasis of only a small area. Straight off poor country to green grass, gardens and fruit trees which, in those days, earned the town the title of "Garden City of the West".

I guess things are still like that except the town has no doubt grown in size, and also no doubt bitumen roads now lead to Aramac, Longreach and Winton, as well as east to Alpha and Emerald.

Leaving Barcaldine for Longreach, a few miles out were four Gidgee trunks, standing about a metre high, sunk in the ground. Half an old tank sat atop the stumps, one of which had a piece of case timber nailed to it, on which was a very rough example of signwriting by way of the station's name - PARADISE. No doubt the only station on QR that was not built to a plan! Recent travellers through the area tell me the structure no longer exists.

On one journey to Winton, as we went through Rimbanda, we observed nine small 'planes' parked on the side of the road. Were some of the sheep and cattle station owners of the area just getting together for an afternoon of socialising? Rimbanda was a spot on the map with a railway station. At Chorregon, the mid-week Midlander was met by an elderly gent who drove a Rolls Royce which, at that time, cost about six times the price of an FJ Holden. He parked alongside the small concrete structure that served as the station, on the north side of the rail line.

I could never figure where he came from, since the road to Winton was south of the track, no way of crossing the rails from the south side to the north, and as far as the eye could see to the horizon on all points of the compass there was just empty space. After

getting his supplies, some minutes were spent exchanging pleasantries with the guard and loco crew, before we left the top of the world for the undulating steps which would get us down to Winton. On one occasion, the guard said, "I haven't seen your son lately, is he away?"

The old gent said, "No, he's home. Flown down to Barky today to have afternoon tea with some friends."

Time spent along the way, as with the gent with the 'Rolls', or on hot days at Morella, Mrs McSherry, the station master's wife, came good with a cold drink or refreshment while her husband Jack conducted railway business, and while travellers partook of scones and tea in the store. The store behind the station, the McSherry's house and the Station comprised Morella, and time spent socialising could be made up over the next fifty miles, since the timetable for the Middy for the one hundred and ten miles Longreach-Winton was six hours and forty minutes!

No speed records, but - remember, the rails were 42 lb/yard, and a lot of the running was heavy steaming. In fact, with empty 8-wheel sheep N wagons, a headwind met would cause really hard steaming. I can verify on one trip home ex Winton, we steamed uphill and downhill for the whole 110 miles!!

In depots where there are only small numbers of crews, and not many timetabled trains, it meant little variety in workings, and Longreach was no exception to this pattern. With three crews stationed in Barcaldine, they worked the twice-weekly Middy to/from Longreach, and also some of the regular timetable trains. The effect on the Longreach crews was to confine them to the twice-weekly Middy to Winton, a few timetable goods trains, and to a major share of the sheep or cattle stock trains which ran as required by stock agents, or the people moving the stock.

To complicate matters, crews were required to lay off for ten hours between shifts in their home depots, and for eight hours when away from home. This created ruts in the workings, creating cycles of monotony for short periods. Not so bad when it was a run of Middy's - a daylight job.

With shunting in Longreach yard prior to departure, and a couple of hours likewise on arrival in Winton, it was a popular job which gave the pay packet a good kick along due to about four hours at overtime rate. On the other hand, if one got caught up in a similar situation on the Barky end, it meant a run of 'midnight horrors'. After my first couple of weeks, it looked like I was in for a turn at a run of 'horrors', but, happily, it didn't last. The horror signed on about nine p.m., thus beginning the inevitable couple of hours shunting before an around midnight departure. After two trips in quick succession, the cycle broke, and it was another ten days before I saw Barky again. I risked copping another run of the most unpopular job by turning in at short notice when another fireman went off sick.

Of the eleven drivers in the depot, I only worked with four, and three of them on odd occasions only. On this particular 'horror', I

got to know "Johnno" who had arrived from Gladstone only a few weeks ahead of me. I later found out that, without fail, last thing before right-o-way, he lit his pipe using a wax match. While the match-stem was still hot, he attached it to the glass on the steam gauge, in the vicinity of 160 lb/sq inch, which was full pressure, saying at the same time to his fireman, "Knock that off, Sport!!"

He did it to me, and we headed off - a very dark night indeed. The dynamo was producing low voltage for the headlight and cab lights, so much so that it almost warranted striking a match to see if the bulbs were alight, and, overall, the engine about to give up the ghost. We slogged up the grade out of Longreach past the Hospital, the aerodrome of fame of the early days of aviation (QANTAS), and the land on which the 'Stockman's Hall of Fame' now stands. The going got heavier as we went, the boiler never made or lost one pound of steam according to the steam pressure gauge, despite a roaring fire and my using the injector to maintain the boiler water level. After a while, I got to thinking there was something strange going on, which remark I made to Johnno. Then I got off my seat and took a couple of steps over to Johnno, where I could get a good look at the steam gauge.

I saw the match, and, suddenly remem-

bering that the glass was missing when I cleaned all the glassware when preparing the loco for the shift, I said, "No wonder!!" As I pulled the match off where it had stuck the point of the hand to the face of the gauge just short of the 160 mark, the hand flicked back violently to 125. Johnno remarked, "Some people are never satisfied!"

It wasn't a real bad shift, but bad conditions could be countered by a bit of joking and a bit of laughter. Johnno proved that when we were in the vicinity of Deeroora. Over a time span of a few minutes, he came over to my side of the cab several times, each time doing a 'knees bend' as he looked north to the horizon. I finally asked, "What's wrong, Johnno?"

He replied, "There's three sidera retucia plants over on the horizon, and, when I can get them lined up with the moon (what moon? it was dark as pitch!), we'll get a 'shut-off'". He added that when he was leaving the west to go back to Gladstone, he was going "to come out with an axe and chop 'em down, and I'll throw the west into confusion!" I think he may have been partly lost at the time, and I could not have helped - there wasn't enough light available for either of us to see anything that would help us get our bearings!!



Australian Model Railway Association NSW Branch Inc.

"Hawkesbury River Knapsack Gully"

This popular exhibition layout is now

FOR SALE BY TENDER

Layout, storage frame & accessories - as displayed:
Sydney Model Railway Exhibition 1-3/10/94
Open Day 15/10/94

excluding locomotives, rolling stock and
accessories in fiddle yard

Offers will also be considered on matching zip-up vinyl
cover for storage frame
(1800 W x 1950 D x 1700mm H approx.)

Genuine enquiries may be directed in writing to:

SALE BY TENDER

The Secretary

AMRA NSW Branch

PO Box 194

ROCKDALE NSW 2216

TENDER CLOSING FRIDAY DECEMBER 30, 1994.

Have You Seen?

by Ted Thoday

....."Railway Modeller" September:

Railway of the Month is Coldrennick Road a mixed gauge GWR layout in 7mm scale. West Coast Narrow Gauge, part 7 - creating Inverlochan. Plan of the month is the former GER Branch from Wymondham. Building railwaymen's houses, the prototypes at Tebay modelled. A look at the locomotives of Cwmfyddl constructed in 0-16.5. Woodfield, part 2 - an outline of the 2 mm scale scratch-building methods used. Dorchester, GVR/LSWR 19th century dual gauge in 4 mm scale. Scale drawings of SECR P class 0-6-OT, includes photographs and prototype information. Runswick Bay, an NER layout in 7 mm scale, part 2. 'Winifred' a Penrhyn 'Port' class 0-4-OST in 16 mm scale. Cardiff-Weymouth via Castle Cary, 1994 update, some prototype photographs, etc.. Constructing lime hopper wagons in 4 mm scale. Student Modeller describes the Misbourns Railway in N scale. Latest Reviews looks at latest N scale wagons from Graham Farish; Midland goods shed kit from Metcalfe Models; RJH Models Gauge 1 products: realistic ballast from Green Scene; Peco's Manyways office building kit; Kerr Stuart 'Tattoo' loco for 32/45mm gauge; MSL signal lever frame; detailing accessories from CIL distributors in New South Wales. Newsdesk looks at Malcolm Mitchell 7mm GWR 'Castle' kit; the Exeter Central modelling project by a modeller from North Curl Curl, NSW; Machine Marts airbrush sets; Alan Gibson Coaches, etc., Dave Bradwell 4 mm scale chassis kit to fit Replica Models B1 body; Comet Models latest releases

....."Model Railway Journal" No 73:

Small Suppliers Forum looks at Dragon Models aids for those modelling Welsh prototypes; Skinley drawings prices; Comet Coaches latest releases and reinstatements; Martin's Models small maritime bulk carrier; Wychbury Loco Works 7mm scale kit for Peckett 0-6-OST; Branchlines chassis kit for Airfix/Dapol BR standard Class 4 2-6-0, plus a kit for IOM Beyer Peacock 2-4-OT; London Road Models latest 4 mm scale loco kits: former PC range of transfers available from HMRS; J. Perkins wide range of plastic construction shapes and profiles; Backwoods Miniatures range of kits for Irish prototypes; Taylor Plastic Models range of N scale wagon detailing kits; Locotech's 7mm scale road vehicles. Lesser Wenlock an impressive layout in 4 mm scale EM gauge. A description of Shape Memory Alloy and some practical ideas for its use. GB Electronic resistance soldering unit reviewed. Layout Design looks at Coniston. A simple, positive rivet maker reviewed. A professional kit builder 3 x 7mm scale GWR 'Castle' models to demonstrate and describe the differences between members of this class. In LMS Wagon Miscellany Martin Goodall kit bashes to produce some LMS wagons. Workshop Matters looks at assembling etched coupling rods. Construction review of Imperius Models 4 mm scale kit of Lewin

Foundry's Seaham Harbour 0-4-OST.

....."British Railway Modelling" July:

News looks at 7mm scale figures from P.L.M. Cast-a-ways: upgrade for Sprat and Winkle couplings: MSE range of kits now available from Fourtrack Models; Bachmann's latest LMS 4-6-0 loco releases: industrial loco kits from Wychbury Loco Works: The Wagon and Carriage Works range of O gauge kits and RTR vehicles: Lineside Look transfers: 5.5mm Scale Association products: Hurst Models transfers: Locotech's lorry kits: JigStones 4 mm scale walling system: Wills Kits country station kit and accessories: SEEP Products changes hands: Welshpool and Llanfair kits in 16 mm scale from Brandbright: live steam L&M 2-6-4T for 32/45mm gauge: 0-4-OST for 45 mm narrow gauge. Product Reviews looks at Ratio's N gauge kits for Midland signal box and lifting boom level crossing: Parkside Dundas 4 mm scale kit for GWR Mink G van: Xuron track cutter: 2 mm scale train headboards. Layout Focus visits the Lymington Branch O gauge finescale layout. Garden railways 32 mm or 45 mm?? Thinning plastic coach sides. Converting a Hornby Class 25 into a Sulzer Type 2. Midland Railway liveries. Tan Y Carreg, a 009 Welsh narrow gauge layout described. Pendon Museum, a brief introduction. Construction review of Slater's O gauge LNER/BR 20 ton brake van kit.

....."British Railway Journal" No. 50:

The NER 'M' and 'Q' class 4-4-0s described, includes many photographs. GWR slate tram transporter wagons described, includes photographs and drawings. The train services on the Anglesey Central line are described, includes photographs, track and signalling diagrams. Snow in the Highlands, part 2 includes some good photographs of snow ploughs fitted to locos.

....."British Railway Modelling" August:

News looks at Backwoods Miniatures latest releases: Bachmann brake van: Harburn Hamlet wagon loads in 4 mm scale: Mac, five radio speed controllers: Creative Castings range of accessories in 2 mm, 4 mm and 7mm scales. Product review looks at Graham Farish latest N gauge wagon releases: Parkside Dundas Ffestiniog and Blaenau coach kits. Layout Focus visits the Eastwell Ironstone Company. More on modelling the Isle of Man Railways. Operating Crewchester Junction. A pictorial tribute to Pendon Museum celebrating its 40th anniversary. The genesis and building of Hayley Mills, a 4mm scale layout based on NE England's industrial heartland. Steam locomotive valve gear described for the modeller. Modelling the North London line. Bickham, a 4mm scale OO gauge exhibition layout; the lessons learned over it's first 12 months.

Managing Editor Dear Roger,

I have read with some annoyance your comments in Journal No.222 regarding the correspondence in Branchline relating to the perceived problem with a new member.

The fact that you have only published part of the facts and correspondence will leave many members wondering what all this is about. I am quite sure that your reasons for not publishing the original letter are quite wrong and I believe the original letter should be published.

You have printed only two of the replies sent to the Editor of Branchline and I feel that my comments were equally as valid as those which you chose to print. Of equal importance was the editorial comment made in Branchline (June/July) and this should also have been printed.

Let us not pussy-foot about when it comes to criticism of Branches. AMRA as a whole or the Journal but let us make sure that both sides of the stories receive equal and proper coverage. You, as well as many members of the WA Branch, know of my personal criticisms of Journal and I am afraid that I am still convinced that these are valid. (See also below)

The current issue has 10.5 pages plus a cover and 3 pages of adverts which are for all members. There are 5.5 pages of other Branches news, which always interests me, plus 7.5 pages extracted from Branchline. I have read Branchline so this is not news to me but I hope that these pages give as much pleasure to other members as their news gives to me. Why not leave out the WA news for the WA members and thereby save a large amount of the cost of Journal and use the savings to commission special articles of general modelling interest? With WA having over a 1/3rd of members and over 1/4 of space in Journal this would represent a good sum.

Could you also change the headers for Journal pages as these are incorrect. These should read AMRA Journal No. not A.M.R.A. Journal No

Can we please have cover photographs of models and not prototypes. Prototype magazines rarely have models on their front covers!!! Prototype magazines also have photographs inside. AMRA Journal is sadly lacking in this area as we are lucky to see any model photographs, but occasionally we do have prototype ones.

I must say that I am pleased that the print quality has shown some signs of improvement, some articles are well written and about subjects of interest and benefit to modellers. Might I suggest that Journal be published 4 times per year and that the Editorial Staff and helpers can enjoy some extra free time. Perhaps to solicit articles or take photographs of models for inclusion.

Yours sincerely
Barry Keens

Barry's letter raises quite a few points which I shall attempt to answer here.

1. I did not publish the original letter from the June/July Branchline as I do not reprint matter which I consider to be of interest

to only the WA members. However, when I received the following issue of *The Branchline*, I was quite impressed with the replies received, and I am firmly of the opinion that they raise matters which can apply to any of our branches. I did originally intent to print your reply as well, and, to keep the record straight, I am reprinting it below. Unfortunately, when I saw the replies, I tried to find the original letter in the previous issue, but my filing system let me down, and as I was running tight against the deadlines, I printed two of the replies only.

2. Concerning whether to print the WA extracts or not, Barry is contradicting himself. He says that he gets pleasure reading the notes from the other branches. Why shouldn't the members of the other branches enjoy reading the WA news? One of the reasons for printing a large extract from *The Branchline* is that it illustrates the wide variety of activity that seems to take place there. On the question of omitting the WA News from the copies sent to the WA members, this is not practical, and may also contravene Australia Post's regulations. Of course, I would welcome fresh material from our WA members, but this is very rare indeed!

3. The correct name for the magazine is the Australian Model Railway Association Journal. In this context, the A.M.R.A. is an abbreviation, not an anagram, therefore the stops are correct, although I must admit that the modern tendency is to drop the stops for abbreviations e.g. NSW c/f N.S.W. Interestingly, I notice that Australian Model Railway Magazine drops the initials in AMRM whereas their associated organisation, the S.C.M.R.A. does not!

4. I would gladly print photographs of models in lieu of the prototype if only members would supply photos of the right quality. I am afraid that I do not have the time to take the photos myself, and some of our earlier contributors are no longer contributing.

5. The active editorial staff of one would agree that only 4 issues per year would give more time, but rather than spending that time taking photographs, I would prefer to spend just a little time making some models. Call me selfish if you will, but I am getting tired of not have some time available to enjoy the practical side of my hobby (which of course, is Barry's problem!).

....Managing Editor

Below is Barry's letter in the August issue of "The Branchline"

I feel that I may be one of the so called EXPERTS in Bill Williams' letter and I would like him to know that I hardly have time to build my own layout and therefore cannot build his, even if he was to pay me. I also have been part of his so called EXPERT GROUPS but most of the time these groups were actually helping someone like him (how many Saturdays were spent at the table with tool boxes, drawings and reference

books?). How many hours have we EXPERTS spent with the likes of Bill Williams trying to help them, only to find that they don't take our advice when we tell them to do some hands-on work? They should never forget that we are modellers who have their own models to make and do not always come to the Branch Clubrooms to be of help to others.

Barry Keens

The Editor
A.M.R.A. Journal
Dear Sir

Even though I live in a major provincial city, we are considered to be in the bush when you live some 100 km from your capital city. Being in the bush makes it hard to obtain model railway bits and pieces. It makes my poor heart beat even faster to think that it has taken a Journal advertiser

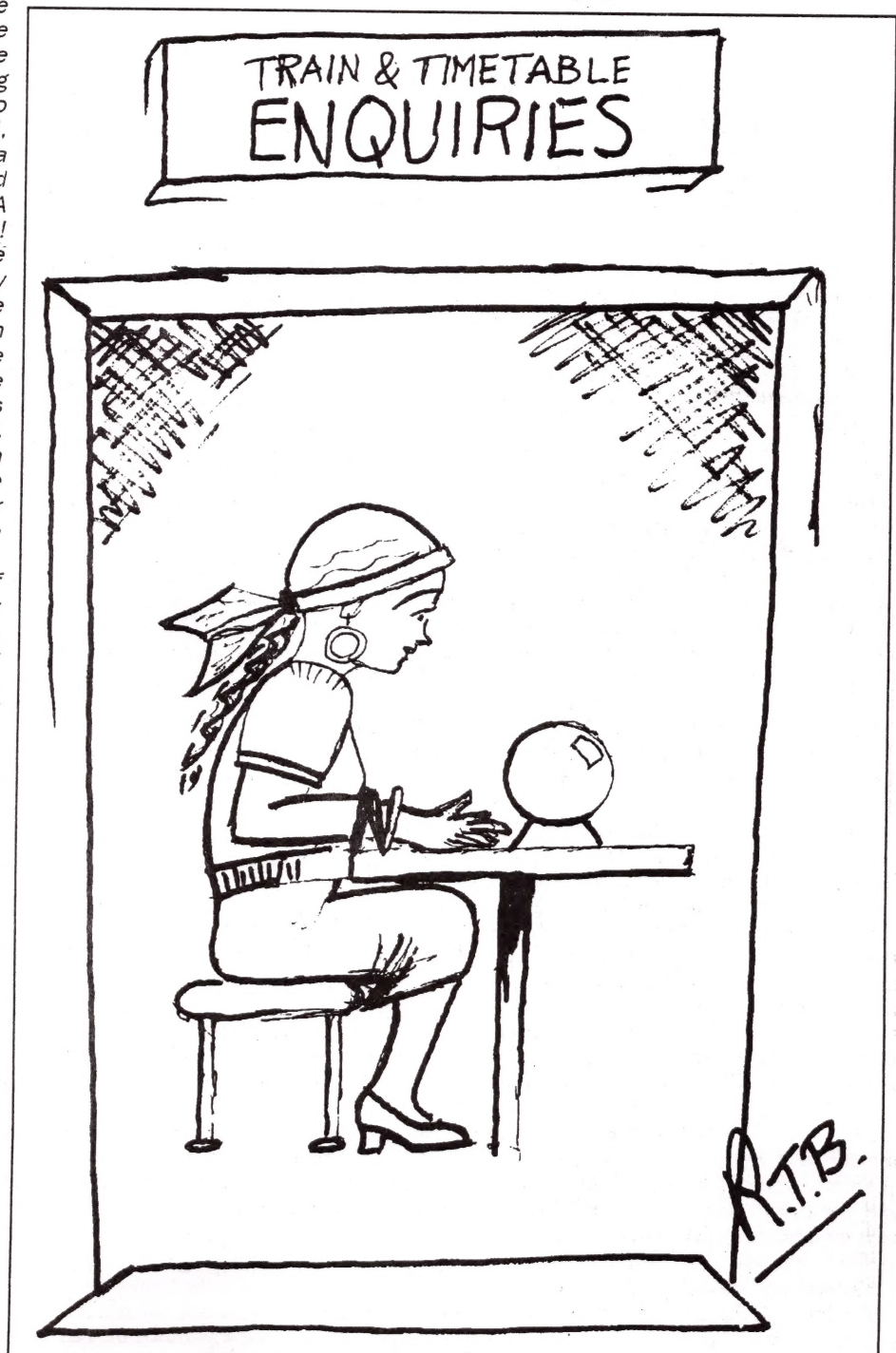
from NSW over one month to fulfil an order.

I phoned the shop and the wife said her husband would ring back later in the day. Come next day, NO phone call, still NO order. I can't believe that a hobby shop cannot reply in a couple of days, unless of course they are extremely busy.

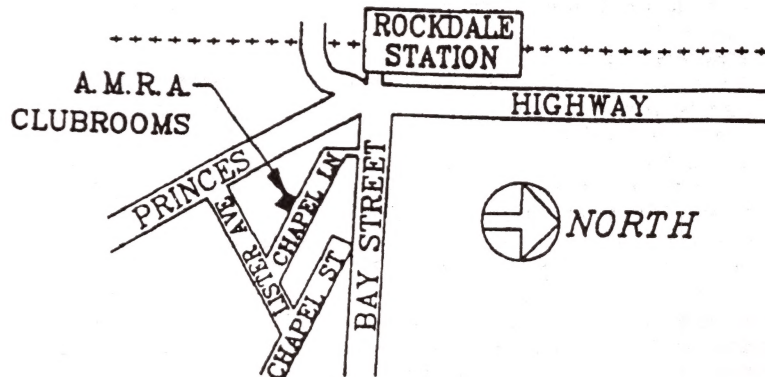
I ask, is any check made of the advertisers in Journal and if so, what measures are taken to iron out this sort of problem?

Yours faithfully
John Lebsanft

No, we do not have the resources to check on the advertisers. It is only through feedback from the members that we can assess if there is a problem. This is the first complaint I have received, and hopefully, by printing this letter, the advertisers will lift their game (if the cap fits!)
...Managing Editor



STATE NEWS



The NSW Branch COM wishes AMRA members nationwide & their families a HAPPY and SAFE CHRISTMAS and a PROSPEROUS NEW YEAR!!

Branch Diary

SATURDAY 3/9/94 - VISIT TO CENTRAL COAST STEAM MODEL CO-OP: A disappointing response of only 7 people met at Sydney Terminal to ride to Narara. [In fact more people decided to "play trains" at Rockdale - was it the date? The venue?? How about some feedback on the Club Programme!] The weather was good and, after a "short" detour through the streets of Narara we got from the station to CCSM's large "Narara Junction" layout. The layout consists of both 5" and 7.25" track that cross each other to each give a "loop within an oval" plan of around 100m in length, expansion underway that should more than double the overall length. Signalling is non-existent and points are manually operated. Equipment running included an X10 class, 44, several freelance designs and an assortment of non-passenger scale rolling stock models. -GP

FRIDAY 23/9/94 - "TRACKTORQUE CONTROL SYSTEM" DEMONSTRATION: 19 people helped finalise preparations for the Exhibition and witnessed a demonstration by Mr Jack Russell of the "Tracktorque" layout accessory control system. It is a radio control system, not for locomotives but for points, signals and any other accessory needing a latching or momentary control signal. This system was exhibited at the Exhibition and information is also available at the clubrooms. -GP

SATURDAY 15/10/94 - OPEN DAY: 58 members and 181 guests provided for an even flow of people during the day. More than the usual number of membership forms were taken and some even came back completed that day! As the sale by tender of "Hawkesbury" was announced at the Exhibition it was decided to show it again this day, and yet again it gave pleasure to all. -GP

SATURDAY 22/10/94 - S.E.T.S. THE TRAMWAY MUSEUM TOUR: 14 people took the preserved single deck set M1 to Carlingford, Sydney Tramway Museum at Loftus and Bondi Junction. Unfortunately the timetable "went west" through no fault of SETS, from not getting out of Mortdale yard on time due a late running passenger service, to challenging a wrong road at Central, to a coal train blocking the Carlingford Branch at Clyde. This ended up in our causing a traffic jam at Sydenham due to a tabled toilet stop and no toilets on platform 1! Nevertheless, we arrived at Loftus to a sausage sizzle and all available trams operating both north and "Parklink", into Royal National Park. The M set ran empty (not quite!) to Waterfall to return to the Sutherland Goods Siding to stable. Around 4 hours later we watched M1 again travel "empty" to Waterfall to pick us up at Loftus on the way to Bondi Junction & back to Mortdale. -GP

ATTENDANCE - 1994 TO DATE
Totals: 1473 members 420 guests
Averages: 27.3 members 7.8 guests

Sydney Model Railway Exhibition 1994

Preliminary Report

A full report will appear soon, but for now here are some points of interest from this year's outing (in no particular order):

Attendance was around 10% up on last year, which in itself was around 10% down on 1992. All in all a fairly pleasing result, given the pluses: double deck buses running all weekend, publicity at the end of Sunday's "National Nine News", 2BL, and 2WS to name a few; and the minuses: warm windy weather, Friday night coverage by "Seven Nightly News" not eventuating, and incomplete construction work at the Centre causing parking and access inconvenience.

Worker attendance was down on last year and is a cause for real concern. This

issue strikes at the heart of the future of the Exhibition. Active membership is vital to the success of the Exhibition! Most of the hard-working core of people who make the Exhibition happen believe in what has become Australia's oldest and largest exhibition (32 YEARS!) and I for one don't see why we should succumb to the pressures of presenting such an event in these modern times of so many other diversions available. There ARE enough regulars at Rockdale, who use the facilities provided for by the Exhibition, to staff the three days. The more people to do the work, the easier for everybody.

Just as an indication of what goes on over the four days - let's not forget the setting up! - here's SOME of what the public food bar went through: 480m Glad Wrap, 1700 sandwich bags, 1380 meat pies, 1140 sausage rolls, 1000 tea pot bags, 800 slices ham, 768 small assorted cakes, 420 eggs, 290 slices cheese, 202 loaves bread, 72 bread rolls, 21 large slab cakes, 28kg tomatoes, 16.5kg Meadow Lea, 13kg biscuits, 2 kg coffee, 1.1kg Vegemite, 1.1kg Peanut Butter, 2 cases lettuce, 1.5 cases apples, _ case bananas, 80ltrs milk, 20ltrs cordial.....PLUS 700 snack meals for exhibitors and workers. In the dining room, add around 340 two-course meals and supper for 200+!

Glenn Percival
Publicity Officer

From The Cab...

THE NEXT PROJECT PROPOSED for the Monthly Modelling Clinic is a locomotive, F(351) X10 class 2-4-0T suburban passenger side tank. The class was introduced in 1885, totalling 18 in all. After a fatal accident involving No.363 at Sydenham in February 1901, the class was confined to loco depots with the last member No.365 (1042) being retired from Cardiff Workshops in January 1973. There are a couple of options available to make the model. If you are interested at all, please contact Phil Kelly and/or come along to the clinics!

Library News

As the complete Library collection is being audited, many duplicate magazines are being found - complete years in some cases. As there is simply not room, nor the necessity, for so much duplication, excess stock will be disposed of over the ensuing months at Members' Auctions. If any member is interested in what is available and/or cannot get to an auction, etc., have a chat to Bob Poole.

The details of Library usage are as follows:

Usage of the Library, whether it be at the clubrooms or for borrowing, costs members \$2 each for the year between Branch AGMs (February to February). All Library memberships fall due at AGM time. Not all books are available to be borrowed (taken outside the clubrooms), in particular several irreplaceable works have disappeared over the years and all works are being reassessed as to whether they may leave the premises. In short, "red spot" books are reference works only whilst "green spot" books may be borrowed out.

AMRA NSW Clubwear

From now on orders for clubwear will only be processed on a six monthly basis, thus DEADLINES will be LATE JANUARY & LATE JULY. As explained previously in this column, orders can be processed only when numbers are sufficient. All new Branch members should now receive an order form in their membership kit but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one!

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CASULA HOBBIES, LIVERPOOL now offer 10% off.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials. PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

VAGGS HOBBIES, MIRANDA will give

10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in. More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

CLUB SHIRTS

Adult sizes 14-30 \$26.00 ea.

Postage (if desired) \$ 2.00 ea.

Personalised embroidered BONDS "The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-26 \$38.00 ea.

Child sizes 6-16 \$30.00 ea.

Postage (if desired) \$ 5.00 ea.

"KAY'S Custom Sportswear" OR "BONDS" premium jersey fleece zip jacket, embroidered + and personalised as above. Dark brown in colour.

Orders placed for July may be delayed.

ORDERS ONLY PROCESSED LATE JANUARY & LATE JULY FOR CLUBWEAR.

CLUB VIDEOS

A.M.R.A. in '92 \$18.00 ea.

AMRA '91 \$15.00 ea.

BOTH together \$24.00 ea.

A.M.R.A. in '92 appended to your AMRA '91 \$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.

CALL IN, CALL OR WRITE FOR ORDER FORMS FOR ANY OF THE ABOVE!

SOUVENIR "SYDNEY MODEL RAILWAY EXHIBITION" MUGS

Limited Edition! \$ 7.95 ea.

GAUGES TO AMRA STANDARDS

Limited Stocks!

HO GAUGE

Wheel/Track Code 100 \$ 3.40 ea.

Code 70 \$ 3.40 ea.

Check gauge \$ 6.80 ea.

N GAUGE

Wheel gauge \$ 3.40 ea.

Track gauge Code 80 \$ 3.40 ea.

Code 55 \$ 3.40 ea.

M.E.K. MODELLING CEMENT

125ml bottle \$10.00 ea.

SELLEYS "AQUADHERE"

one litre bottle \$ 5.00 ea.

ALUMINIUM DIECAST G-CLAMPS

\$ 1.50 ea.

two inch (51mm), with plastic foot & handle

C&K BRAND QUALITY SWITCHES

#7201 DPDT \$ 3.50 ea.

#7203 DPDT centre-off \$ 3.50 ea.

#7105 DPDT centre-off

momentary action \$ 4.00 ea.

(for your hand throttles!)

LIGHT EMITTING DIODES (LEDs)

1.5mm red \$ 0.75 ea.

DIODE BRIDGES LIMITED STOCK!

6A - PIV 100V \$ 4.50 ea.

plastic encapsulation with centre mounting hole

SMALL ALLIGATOR CLIPS

packet of 10 \$ 1.00 pkt

AMRA CAR WINDOW DECALS

\$ 0.50 ea.

affix to inside of back window

STYRENE SHEETS (set of 5)

60,40,20,20,10 thou. \$10.00 ea.

CORK BALLAST STRIPS

1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.

1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

SAMPLES ONLY:

Genuine Pelton Australian scale coal

150g bag \$ 8.00 ea.

Prototype 160mm max. In O, HO & N scale.

N Scale Report

It's been some time since I wrote of any progress on this layout. Although our small team of David Bennett, John Lischeld, myself and Neil ("Dad") Watson has been plodding away at various projects, not a lot of visible progress had been made beyond the gradual covering of the plywood base with a polystyrene and plaster snowstorm. In some places the dust settling on the top surfaces was five years old. The only relief from the white glare was the freshly sprayed grey sleepers and the (hand-painted) kilometres of rail.

We got sick of it. The viaduct and metal truss bridge were essentially in place and only needed detailing and painting. Only the rock faces in the cuttings and around Bennett remained unplastered. One worknight recently Dave handed to me a can of beige acrylic, some tubes of raw sienna poster paints and a small brush, and said, "Let's start colouring the earth." I was uncertain - I hadn't even thought about what the colours should be like. So Dave took them off me and started applying paint himself. OK, I thought, I can either let him do something I'll have to fix up or I could do it myself. "Give me that!" I yelled.

In no time at all the plaster looked like dirt. We were like pigs in mud (so to speak). Now the embankments, facings and trestles looked REAL. Suddenly we could start seeing the rewards of all our work, and it was infectious. Paint was thrown about left right and centre. We started off with an initial coat of a light warm beige and when this was dry, a mix of burnt umber, raw sienna and burnt sienna and a little Paine's grey was washed over it.

We were so amazed by the effect that we decided that it could not stop there. We called in the Backdrop Expert, Val Bennett, to complete part of the work that she had started so many years before when she first covered the backdrop with a beautiful sweep of clouds. Over two Sunday afternoons, a vast sweeping outback valley was created behind the truss bridge leading to Watson's Flat, and a small town was placed behind the terminus.

Now we are in the first stages of adding the final colours and textures to the countryside on the inside of the peninsula. Small cuttings and other remaining rock textures have been detailed with texture and painted, and the first layers of grass and shrubs are being laid. Above the backdrop on the wall side the pink-cream has been replaced by a continuous sweep of ultramarine up to the ceiling of the mezzanine above. On this,

selected reference photographs will be enlarged, framed and hung to show how the railway was inspired.

Isn't colour a wonderful thing?

Glenn Watson
N Scale Reporter

Club Programme Notes

It is never too late for programme suggestions so if you have any, PLEASE jot them down and send them to the Committee.

IN MAPPING OUT NEXT YEAR'S programme, as begins each August, a suggestion was made for an overnight trip (Sat/Sun) to Cowra, taking in the Cowra City Caravan Park (famous for it's railway theme), Lachlan Valley Railway and Lachlan Valley Model Railway Club. It is proposed to take place in April 1995. The plan is to take a 20-seat minibus, with extra participants welcome to drive down as well. The trip will not proceed however unless the minibus can be filled first. Contact the clubrooms for further details.

OUR RESIDENT C.T.C. GURU on the HO layout, Fred Stell, runs small clinics as required to give personal instruction on operating this major component of the layout. These instruction sessions may be held on either the 2nd or 4th Saturday of the month (i.e. a non-meeting day) as arranged. If you would like to gain experience on the C.T.C. panel, speak to Fred at the club or phone 534-5121 to arrange a clinic session.

IT IS PROPOSED THAT work may progress on the New HO Exhibition Layout on running days. If you are interested in

assisting, make yourself known to that sub-committee: Phil Kelly, Jack Parker, Alan Tonks or Glenn Percival. Thank you to those who have indicated an interest thus far.

Club Programme

November 1994 to April 1995

November

- Sat 5th "Scenery for Large Areas"
Gary Spencer-Salt,
"The Model Railroad Craftsman"
Fri 11th Federal ANNUAL GENERAL
MEETING Members only
Sun 13th Visit to Zig Zag Railway, Clarence
Sat 19th Members' Auction
(please book lots in by 2pm)
Fri 25th Layout Operation (European)

December

- Sat 3rd Prototype Operating Group
Timetable Demonstration
Xmas Buffet
Fri 9th Monthly Modelling Clinic
Layout Operation, HO & N
Gauges (General)
Sat 17th Audio/Visual: "Review of
Exhibitions"
BYO prints/slides/video
Fri 23rd Layout Operation (General)
Fri 30th Layout Operation (General)

January

- Sat 7th Layout Operation (Americas)
Fri 13th Monthly Modelling Clinic
Layout Operation, HO & N
Gauges (General)
Sat 21st ** OPEN DAY **
10am to 5:30pm
Fri 27th to be advised

February

- Fri 3rd Visit to Hills Model Railway

- Society - own transport
Sat 4th Branch ANNUAL GENERAL
MEETING Members Only
Fri 10th Monthly Modelling Clinic
Layout Operation, HO & N
Gauges (General)
Sat 18th Members' Auction
(please book lots in by 2pm)
Audio/Visual: to be advised

March

- Sat 4th to be advised
Fri 10th Monthly Modelling Clinic
Layout Operation, HO & N
Gauges (General)
Sun 12th Visit Lake Macquarie Live Steam
Society, Edgeworth
Sat 18th Layout Operation (UK)
Fri 24th to be advised

April

- Sat 1st to be advised
Fri 14th Monthly Modelling Clinic
Layout Operation, HO & N
Gauges (General)
Sat 15th to be advised
Fri 28th Slides: Col Gilbertson

NOTES

* WORK DAYS: Wednesdays from late morning:

most Monday nights 7:30-10pm.

* Continuing Clinics possible on Layout Operation days, including scratch/kitbashing, throttles & work on New Exhibition Layout.

* On Layout Operation days PRIORITY is given to prototype indicated.

* Guests welcome at meetings unless otherwise indicated.

* Meeting times, unless otherwise indicated, are:

1st & 3rd Saturdays 2:00 to 5:30pm



President's Report

This is my first report as president, a leading politician once said Australia is the lucky country, after working with the COM for twelve months I feel that Vic Branch is the lucky branch of AMRA to have two members within the COM the calibre of John Harry and Stuart Westerman as our secretary and treasurer. John answers all the correspondence in a courteous and usually prompt manner, as well as many other chores he does especially with his computer and printer, to help produce the Beginners Guide and the exhibition promotion material. Stuart for his exacting financial

control of our funds and preparing the documentation that is required by the Incorporation Act, and the taxation department. We must remember that the COM is made up of all voluntary personnel and we all have other commitments as well as AMRA. I would be amiss not to mention our auditor Bill Atherton who could almost be called our honorary auditor, he saves the Vic Branch a considerable amount of money each year, his railway equipment collection grows a little each year as payment for his services.

It is very pleasing to see the Out-Door group making progress with the layout. Graham Turner and his Daylighters enjoy

the friendship of each other while they do much of the maintenance around the place and also enjoy their train running, they also help Ron Thomas with the collation of Journal and other printed material as required.

The 93 Camberwell exhibition was a good exhibition but with the number of exhibitions now around Melbourne our attendance was down, but never the less a satisfactory financial result, thanks to Neil Hambly and his exhibition committee. Bob Marsden has decided to have a break from the activities he has been involved with over the years namely the printing of Journal, cleaning the club rooms, open days, junior running days, our branch reporter etc. On

behalf of the COM I would like to thank Bob for his sterling effort over the years.

It has been a pleasure to be part of the COM over the last twelve months and I would like to thank the members of the COM for their support and assistance with a special thank you to Graeme Nitz and Ron Polestina, who both elected not to offer themselves for re-election, for their efforts over the years. I would also like to thank the members who have helped get things done around the place over the last twelve months.

One last thing, remember this is your club and if you have any ideas on how to improve it or if you feel that some of the projects are taking too long to get completed, then think what you yourself can do to assist in making our branch of AMRA even more enjoyable in the future.

**Bob Edwards,
President.**

Social Meeting

on 8th September, 1994.

Models for Display

Private

Ian McKenna - Walthers Oil refinery and storage tank.

Alan McKenna - E&C Shops USA wood chip gondolas.

John McClure - Books published by Santa Fe Modellers Assoc.

Commercial

Graeme Nitz - Cannon & Co diesel detailing parts; Run 8 flush glazing for USA diesels.

Competition Winners

Model

Kit - Bruce Race - NSW "CH" class coal hopper - 76 points.

Photograph

Print - Joe Vella - Overhead inspection train at Spencer Street - 82 points.

Slide - Graeme Nitz - Overhead inspection vehicle at Woy Woy - 80 points.

General

Overseas News

Fyfe Thorpe reported on the UK War veterans' charity parachute jump to be held on 17th September, re-enacting the ill fated landing at Arnhem on the Dutch-German border in 1994 which had been planned to secure the bridge over the Rhine (Bridge Too Far Away). Barnstaple's Jim Scott, a Victorian member during his stay in Australia, was participating in the jump partly sponsored by his Australian friends and we were shown a video of his practice jumps.

Open Days

Our tenth annual Open Days at the clubrooms on 27th and 28th August were our best ever with a substantial increase in attendance. Branch members John Gilmour, Graeme Nitz, Chris Elliott and Ron Welsh displayed their layouts in the upper hall and with Kyneton in the annexe, the Club layout in the lower hall and the LGB layout outside the viewing public were given a varied and interesting display. The display was organised by Bob Marsden and Bill Secker and a vote of thanks to them and the ladies who worked in the snack bar was moved by President Bob Edwards and carried by acclamation.

Daylighters

The members who are able to attend on Mondays and Thursdays carry out preventative and general maintenance around the clubrooms along with special activities such as collating Journal. The work roster is organised by Graham Turner to fill in the in the morning and this earns members the opportunity to spend an enjoyable few hours operating the HO layout to a simple sequence timetable. Unfortunately, there are some who forget to come to work and President Bob Edwards reminded members of their obligation - no work no play!

Agenda Item

Four members brought along slides and provided a brief commentary on their selection. A vote of thanks was carried by acclamation to the following members:-

John Gardner - slides on trains from Chile, China, India, Peru and Victoria.

Ron Thomas - slides on trains from New Zealand, Switzerland, British Preserved Steam and Victoria.

John Davison - slides on trains from New Zealand, Switzerland, British Preserved Steam and Victoria.

Joe Vella - slides on trains from Tasmania and Victoria taken in 1971.

Sixth Annual General

Meeting

**on 13th October, 1994.
Presentation of Awards
Meritorious Award**

It was announced at the AGM that Federal had honoured one of our members, Neil Riches with a Meritorious Award for his service to the Association. Neil, who is probably known in more recent times as the driving force behind the LGB outdoor layout, has been a member since 1955 and served on the Victorian Committee of Management during 1979 - 1981. Unfortunately, Neil was unable to attend because of a prior commitment to the Fire Brigade and the presentation will be made at the November Social meeting.

President's Award

In making this presentation, Bob Edwards thanked Graham Turner for his dedication to the Branch and in particular to his organising of the Daylighters.

Competitions

Modelling - there were insufficient entries in the various categories for the Bob Edwards trophy for the Best Collection of Models to be awarded. Alan McKenna won the Fyfe Thorpe Award for the best models from Australian produced kits (five models) while Ian McKenna won the Gordon Duncan Award for the best models from other kits (six models).

Photographic

The Victorian Branch Photographic Award for the highest aggregate score was won by Stuart Westerman.

Election of Officers

The Retiring President Bob Edwards and retiring committeeman Robert Bogie were

re-elected unopposed and two new committeemen, Laurie Bugeja and John Gilmour, were also elected unopposed to fill the vacancies left by Graeme Nitz and Ron Polistena who had decided not to stand for re-election.

The following positions were accepted by members as shown:

Branch Sub-editor	Geoff Brown
Librarian	Brian Southwell
Assistants	Greg Attrill and Brian Frary

Exhibition Manager	Neil Hambly
Daylighter's Convenor	Graham Turner
Competition Organiser	Trevor Reeves

Social Meeting

on 13th October, 1994

Models for Display

Private

Roger Lloyd - Branchline Modeller magazine.

Wally Stuchbery - USA SP Crescent locomotive telephone approved by Telecom.

Ian McKenna - Accurail USA outside braced box cars (20 in fact!!).

Alan McKenna - Kato USA BN SD40 diesel.

Peter England - Card building kit from Western Australia.

Ron Thomas - Swiss Timetables.

Jack Treseder - AMRA NSW Exhibition Guide.

Trevor Reeves - Steam outline ornament with sound effects from the Reject shop.

Graeme Nitz - Walthers 1994 catalogue.

Competition Winners

Model

Kit - Roger Howell - UK GWR 43XXX steam locomotive - 86 points.

Photograph

Print - John Shepherd - "Newport" on turntable at Diamond Valley - 82 points.

Slide - Bruce Race - NSW "3801" on turntable at Albury - 90 points.

Programme

December

Sat 3rd	1000	Junior Running Day
Fri 2nd	1930	European Running Night General - Era 4/5
Sun 4th	1330	Timetable Operation, USA -General
Mon 5th	1000	Daylighters
Thu 8th	1930	Social Meeting, Railway Trivia - Bring a plate
Sat 10th	1330	Timetable Operation BYO Train
Fri 16th	1930	Timetable Operation, USA - General pre 1950
Mon 19th	1000	Daylighters
Thu 22nd	1000	Daylighters
Thu 29th	1930	Clinics - Operating a Timetable, R. Marsden

January

Sun 8th	1330	Timetable Operation, UK prototype
Thu 12th	1930	Running Night - No Meeting
Fri 13th	1000	Junior Running Day
Sat 14th	1330	Timetable Operation
Mon 16th	1000	Daylighters
Fri 20th	1930	Timetable Operation
Thu 26th	1000	Daylighters
Mon 30th	1000	Daylighters - BYO Train Australian prototype

General

Exhibition Roster for Camberwell 1995 is now open.

Victorian Branch Printing

Laurie Bugeja and Tim Dunlop have agreed to take on the task of printing.

Hall Cleaning

A vacancy exists for someone who would like to earn some extra cash.

Junior Running Days

John Gardiner, Trevor Reeves and Laurie Bugeja to continue with this worthwhile project.

Kyneton Coordinator

Laurie Bugeja has accepted the position as Maintenance Manager of Kyneton. Help with the upkeep of this layout will be greatly appreciated, the actual work required is minimal but still needs to be done. See Laurie and help a good cause.

Special Working Bee

5th/6th November, to clear three bays of broken concrete pavement at Wills Street, 0830 hours start both days, this task needs to be done prior to the big pour.

Owners of crowbars, wrecking bars, sledge hammers and other housebreaking tools will be made most welcome.

Special Operating Session

Thursday 5th January, 1995, for our member from Finland, who will be in visiting Oz in January, Burlington Northern naturally, the clock starts at 2000 hours.

Junior Running Day

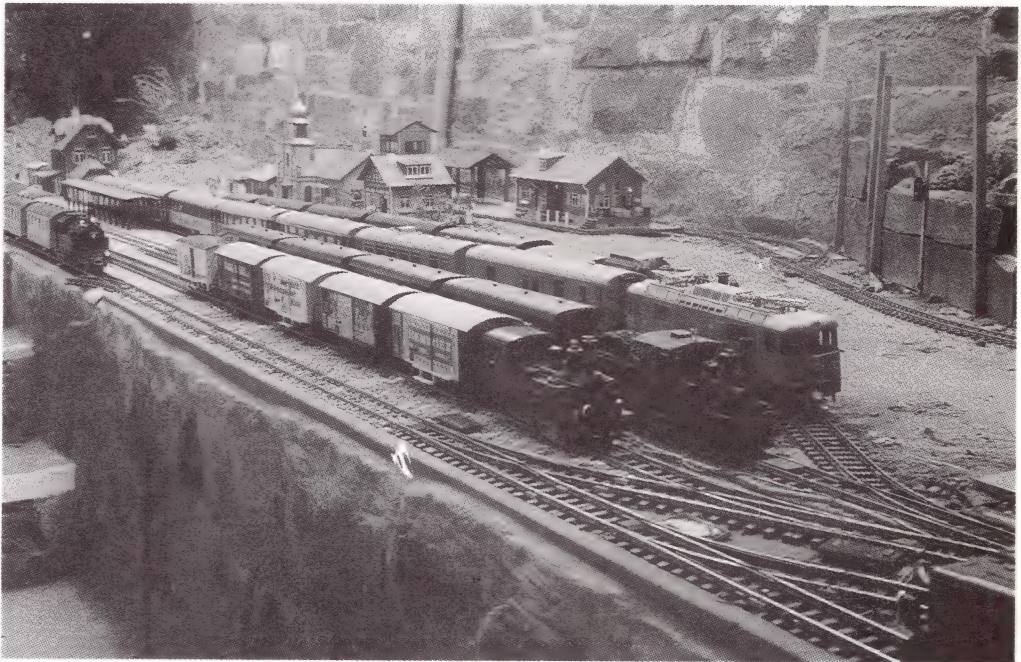
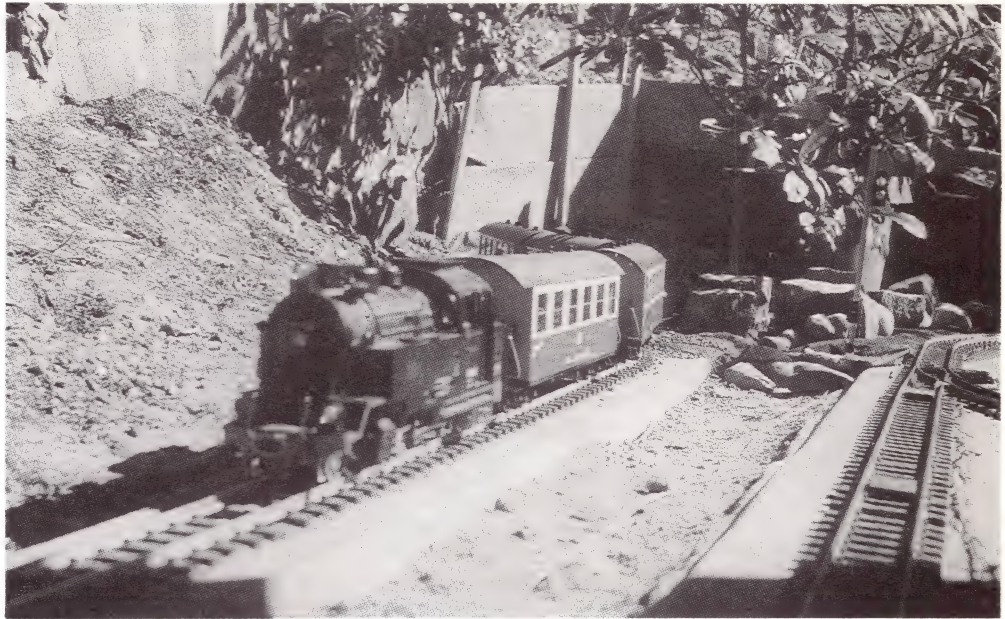
Friday 13th January, 1000 hours start, John Gardiner and Trevor Reeves will be in charge.

Library Notes

Yes I know, I missed the last issue: I wasn't feeling very well. But just as sins are bound to catch up with you in the end, so do additions to the Library. One of our members is just back from a trip to the UK, where he was able to pick up a swag of titles, mostly new, some previously missed, and mostly on modelling techniques. Then just to balance things out, an Unknown Benefactor left us some more, mostly USA prototype.

Firstly, a group of books from Wild Swan and Irwell Press, both of whom can be proud of their productions: Geoff Kent's *The 4mm Wagon I* covers opens, minerals and hoppers, with the promise of more to come. Iain Rice has *Detailing and Improving Ready to Run Locos* and *Etched Loco Construction*, and he's always very readable. *Painting and Lining in the Smaller Scales* by Steve Barnfield I look forward to reading, perhaps even following if I can rake up the nerve, and Martyn Welch's *The Art of Weathering* I have read and enjoyed, though disappointed that most of the (many) illustra-

These six photographs by Neil Ritches were taken at the recent Victorian Branch Open Day and show the club's new LBG outdoor layout.



tions are in black and white so that one has to take on trust most of the results he claims.

Two little books that the Library had to have, though they're aimed at the really really dedicated, both by Mike Sharman. They're *Wheel Specifications for the Modeller*, and *Flexichas*. Hands up all those who build "fully compensated model locomotive chassis."

The last of this batch is vol 1 of Peter Denny's *Buckingham Branch Lines*, which brings the story only up to 1967. One of Peter Denny's delights (to me at any rate) is his firm rejection of the high tech, and his ingenious solutions which I feel even I could follow. Incidentally, he was blessed with a very patient wife: in a bed-sitter, a considerable layout that even spanned the bed!

And two hard covers by C.J. Freezer, who presumably now has time to write, and does so clearly and convincingly. They are *Model Railway Operation*, which again I'm looking forward to reading, and *Model Railway Signalling*, which I have read and enjoyed. Lots of it now makes sense to me, and I'm looking forward to putting it into practice. One of these days.

For the British diesel-lover there's *British Rail Fleet Survey: Production Diesel-Electrics Types 4 and 5*, by Brian Haresnape, for the American *The Contemporary Diesel-Spotter's Guide*. Model Railroading's *Modelling and Detailing Diesels*, vol 1 takes it railroad by railroad, so if you model USA you've no excuse for lack of detail -- except waiting for vol 2.

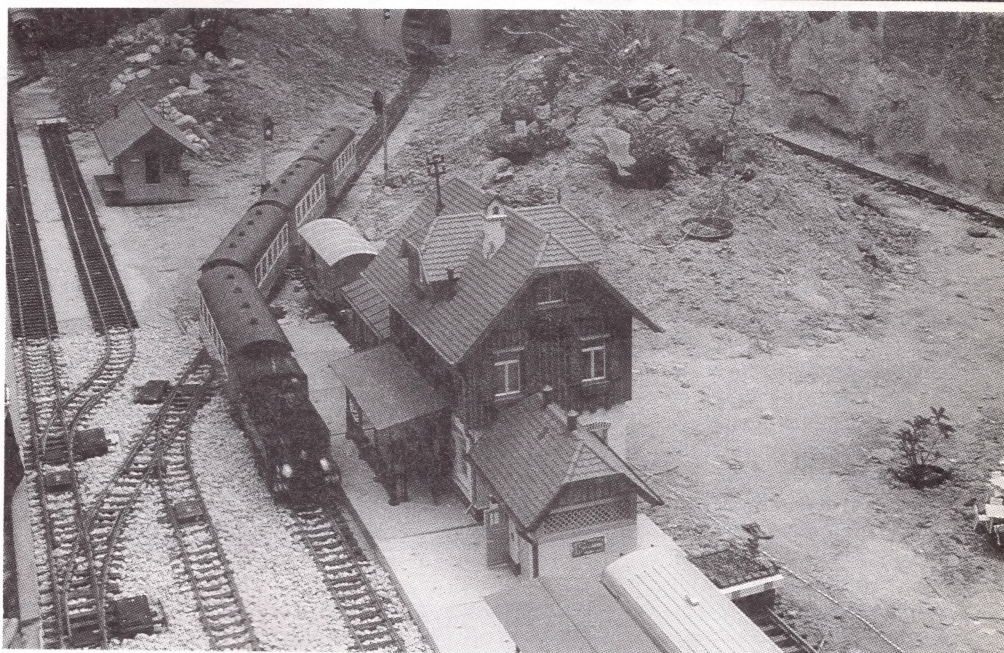
Tuning and Upgrading Athearn Locomotives, ed. Robert Schleicher has details of all the little bits you may need to buy to really make your models stand out, but it also has a thoroughly useful section for everyone, on how to make your locos run properly. Useful stuff!

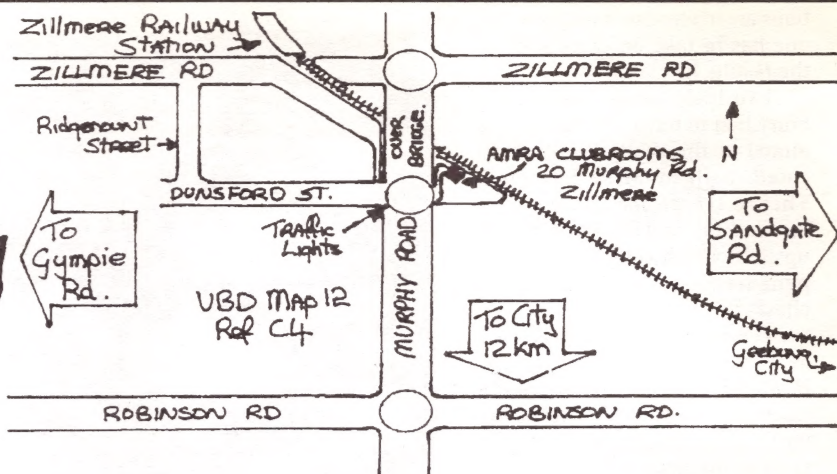
Rails West 1991 is a good collection of photos of American prototype, and *Steam in Focus* is a British booklet showing you how to do it. It was sponsored (surprise, surprise) by Kodak.

And as the newsreaders say, now closer to home, is no 1 of a new and impressive-looking series *Modern Rail Portfolios*. This one, 68 pages of good colour shots, is on New South Wales.

Number 1 also of a new magazine, *Branchline Modeller*, a spin-off from Branchline Modellers Forum. An excellent job, mainly on modelling techniques, to appear "occasionally" One can only hope it's not too occasional.

Brian Southwell
Librarian





Clubroom News

Trench Digger Runs Riot

One of the problems we had in building the new clubrooms was getting a trenching contractor to dig the trench for our electricity and telephone services. After three attempts in which the contractors failed to show up, Bob Mawson and Steve Malone went and hired a trenching machine at short notice. Luckily, the machine fitted into Bob's trailer so it was brought back to Zillmere. After a couple of hours hard work, Bob, Steve and the trenching machine were all getting tired. As they completed the last trench near the railway fence, the machine tried to escape their clutches and chew its way through the railway fence to freedom. The final activity of loading it back onto the trailer was not without mishap, and as a last act of defiance, the machine tried to saw Bob's trailer in half. Generally though, it was a successful exercise which saved the branch at least \$100.

Continued next page



Top: On the 3rd of September 1994, progress on the AMRA Qld Branch Clubrooms is going well with the roof on and half of the wall cladding in place. In this scene a special air conditioned train hauled by C17 974 passes the clubrooms.

Bottom: Branch activities have been limited during the Clubroom construction. At one Branch activity we visited the standard Gauge Yeerongpilly loco depot and Southside Hobby Shops. At Yeerongpilly we inspect 8138, a newcomer to Queensland.



Far North Tour For Ken Howard

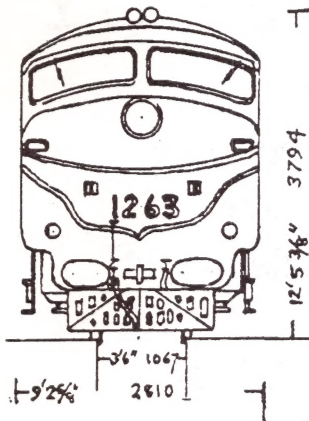
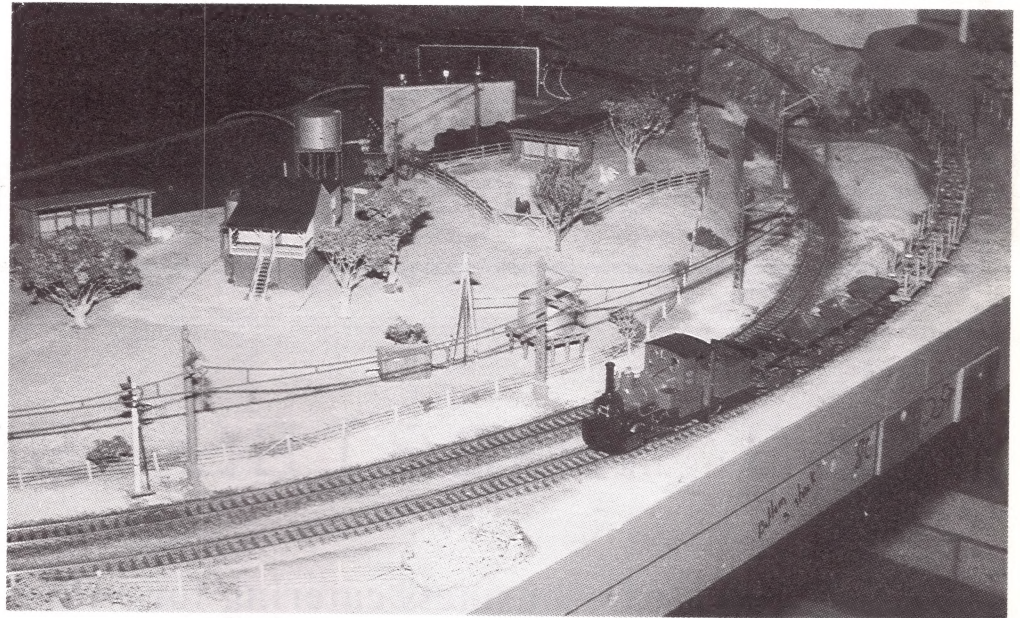
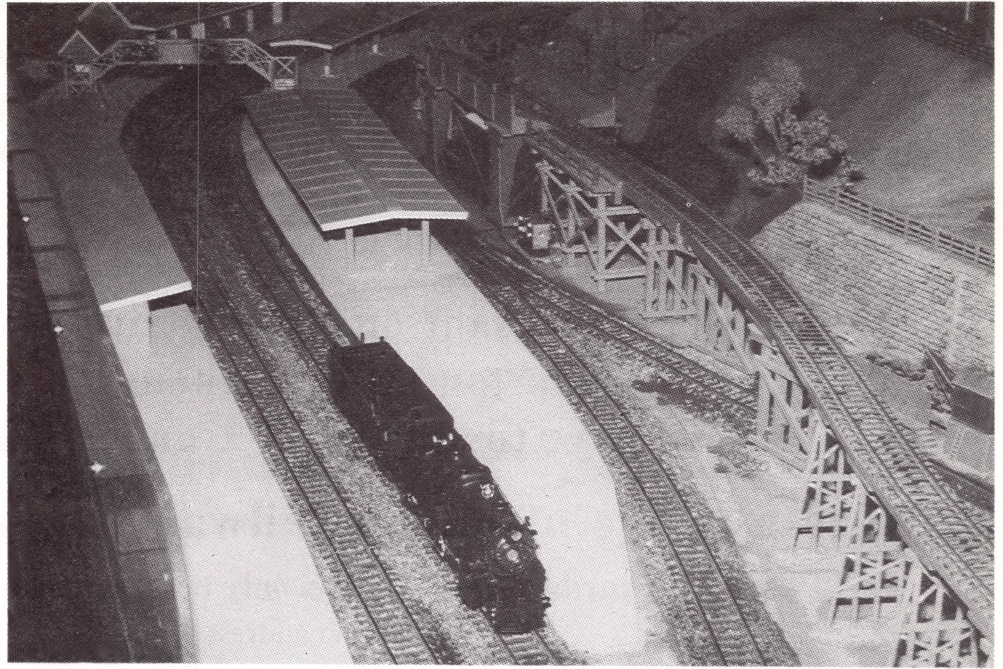
Ken Howard was travelling in North Queensland for his employer recently and thanks our northern brethren for all the hospitality. His travels took him to the Atherton Tablelands where he has been researching and modelling an old 2' gauge tin mining tramway.

Flexible Power

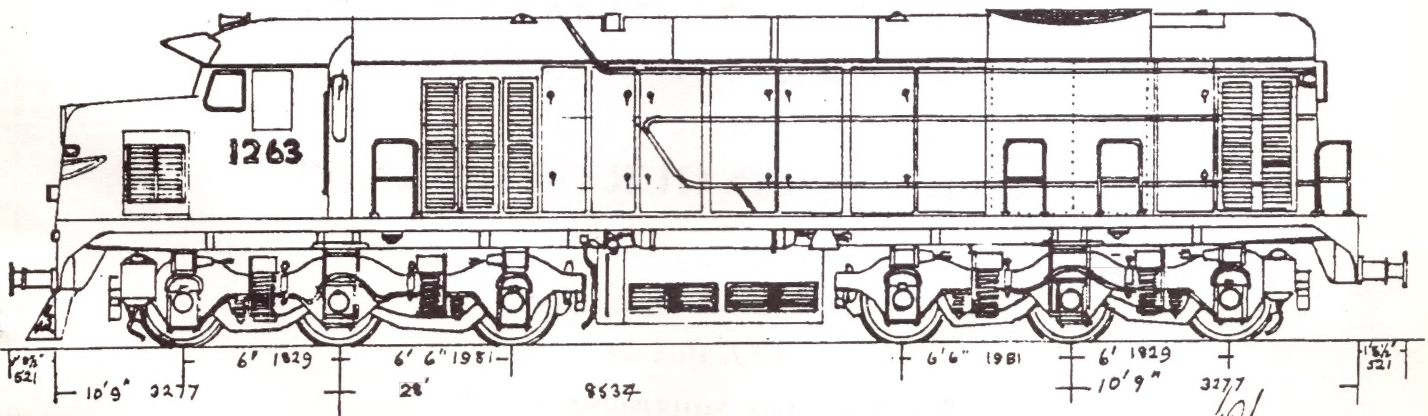
The lighting and power systems in the clubrooms have been designed with flexibility in mind, with easy access to cabling. This will mean that the lighting and power can be easily changed to suit our needs. There is also provision for specialised lighting over the layout at later stage.

Top: Our midweek Midweek Branch meetings continue through this period, thanks mostly to John Lees. On one such day Jack McKenna trials his new Bachman PRR Pacific K4 on John's layout.

Bottom: On these midweek days, John Lees also has his exhibition layout set up. Here some O scale Narrow Gauge has a run.



The Queensland Railways 1250 class was introduced in 1959, built by the Rocklea (Qld) works of English Electric (Aust). These were fitted with a EE V12 Diesel Engine. Models of these locos were first made by the late Steve Suggit, built from brass with home made mechanisms in the Sn3½ scale. The first AMRA member to model this loco in HO n3½ scale was Geoff Perkins using styrene construction and a narrow gauged Athearn Trainmaster mechanism. These days for Sn3½ scale one could use one of the English OO scale diesel loco mechanisms, perhaps one of the Lima or Mainline ICo-Col mechanisms, suitably modified. For the body, a combination of Perspex and styrene is recommended.



1250 CLASS DIESEL-ELECTRIC LOCOMOTIVE No 1263 MAYNE 4-3-62 SCALE HO

Handwritten signature and date: 7/11/61

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